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LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909. [29]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, NOVEMBER 12TH 1909.

AMONG recent articles on the Hongkong University project which we have observed in the Home Press was one which remarked that it is difficult to predict what effect the doctrines of Europe may have upon the Chinese mind. The political teaching of JOHN STUART MILL, the writer commented, has not been altogether a benefit to India; and it is possible that HERBERT SPENCER may not be an unmixed blessing to China. Then it was suggested that the theories of government prevalent in the East being so fundamentally different from those held by advanced political philosophers in Europe and America, they may fail of effect for that very reason. But the writer thought there was a possibility that these doctrines may be considered merely as academic exercises by the Chinese students of Hongkong, for it would not be easy for new doctrines to be inculcated in a land which has hardly changed during five thousand years. On this it may be remarked, in the first place, that political philosophy has not yet been mentioned among the faculties to be instituted in the University; the objects are at present defined as being "to afford a higher education, more especially in subjects of practical utility, such as Applied Science, Medicine, &amp;c."

Secondly, it has to be observed that the Hongkong University will not be the only institution of the kind in China; there are already scattered throughout the Empire

scores of schools which include political economy in their curriculum. But whether the Hongkong University does or does not include political philosophy among its faculties, the study is one for which the Chinese people in every part of the Empire are bound to develop a strong predilection. Reform is upon everybody's lips. Great and far-reaching changes in the government of the country are taking place. Provincial Assemblies have come into existence to serve as training schools for the Imperial Chinese Parliament which is to be established in 1917. It is no longer possible to argue from the past what the future will be in China. It is manifest to everyone that the next fifty years in China will be a period of great and far-reaching reforms. Tremendous changes must follow in China from the educational reforms which were instituted a few years ago, when Chinese theories of education were discarded in the schools and Western methods took their place. We could not, if we wished—University or no University—prevent the Chinese educated on Western lines, as thousands are now, from studying the political teaching of MILL and SPENCER, and we have no grounds for apprehending worse results in China than in Japan where the works of these writers have been extensively read and digested. Indeed, now that the Chinese are adopting the forms of Western government they needs must learn how to make proper use of them. "We cannot blind ourselves" said the *Times* recently, "to the dangers attendant upon so grave an experiment as that upon which China is entering, to say the least, with so little preparation. Our chief hope for the present must be that education will yet overtake politics in this sudden rush after the outward forms of Western development." That represents a view which every student of the situation must cordially endorse, and while we cannot expect that the great changes which are foreshadowed in the government of China will take place without much political strife, we may at least hope that the educational development will be such that the results of political change will be as satisfactory in China as they are in Japan.

H.M.S. Kent came out of dock yesterday after undergoing an extensive overhaul.

At the Magistracy yesterday Mr. Hallifax sentenced a native to six months' imprisonment, six hours' stocks and twelve strokes of the birch for snatching an ear pick from a woman in Des Vœux Road Central.

The masters of two junks who put into Aberdeen through stress of weather were released by Mr. E. R. Hallifax at the Magistracy yesterday with being in possession of arms and dynamite without a permit. They were each fined \$25.

A Chinese youth appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of stealing a quantity of clothing from 61, Elgin Road, Kowloon. He was found guilty and sentenced to six weeks' imprisonment with hard labour.

Constable Sullivan charged a native from Shikwan with returning from banishment and larceny from a house in Sea View Terrace. The charges were proved, and Mr. J. R. Wood sentenced the offender to twelve months' imprisonment and six hours' stocks.

Mr. Jackson, the advance agent of Byzaak's Hippodrome Circus, informs us that the Circus left Manila at midnight on Wednesday for the *Prins Waldemar*, which is due to arrive here to-morrow morning. Arrangements are being made for the first performance to be given at Causeway Bay on Tuesday.

Detective-Sergeant Appleton arrested 21 gamblers at 230, Hollywood Road on Wednesday, and twenty of the offenders were charged before Mr. E. R. Hallifax at the Magistracy yesterday. The two keepers of the game were fined \$100 each and each of the players \$4. The other defendant, who did not appear, was admitted to bail in the sum of \$10, and his bail was estreated.

Yesterday was the anniversary of the birthday of His Majesty King Victor Emmanuel of Italy, and in honour of the occasion Chevalier Volpicelli, the Italian Consul-General, held the usual reception at the Consulate. Captain Mitchell-Taylor, A.D.C., representing His Excellency the Governor, the Consular Corps, and numerous officials and civilians called to extend congratulations.

## RUGBY.

A match between the Hongkong Football Club (rugby section) and the Navy will be played this afternoon on the Club Ground at 5 p.m. The Club will be represented by Shaw, Carroll, Kelly, Komphorne, Chilton, Clarke, Lester, Thickness, Wolfe, Robertson, Home, Courtney, Biden, Tempsey and McIlraith.

## TELEGRAMS.

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BEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

STRIKE OF COAL MINERS  
IN AUSTRALIA.

LONDON, November 11th.

A Sydney dispatch states that as the result of a strike of coal miners in the Newcastle and Maitland districts the price of coal has gone up to fifty shillings a ton.

The P. and O. Company are prepared to import coal on a large scale from Japan.

## PANAMA CANAL FORTIFICATIONS.

LONDON, November 11th.

A joint board of United States Army and Navy officers has been appointed to visit the Panama Canal for the purpose of studying the means of fortifying it.

## THE MONO-RAIL IN ENGLAND.

LONDON, November 11th.

Experiments made with a full-sized Brennan gyroscopic mono-rail car at Gillingham were attended with the greatest success. Fifty passengers were carried and the car travelled with smoothness and ease.

## BANDMANN COMEDY COMPANY.

There is no more popular company travelling in the Far East than Mr. Maurice Bandmann's No. 1 Comedy Company, a fact which was once more demonstrated last night when they opened a short season in Hongkong with the production of one of the latest London successes "Mr. Preedy and the Countess." The company's reputation was sufficient to ensure a good attendance and it is no straining of language to say that the large audience which faced the performers last night enjoyed a performance which was at once artistic and amusing. The complications and absurd situations were most mirth provoking, the honours in this respect falling to Mr. Spencer Geach as "Preedy" and to Mrs. Dallas as "John Bounslow." "Raffles" will be played to-night, and those who have seen this famous play will no doubt avail themselves of the opportunity, and those who have not will be well advised to do so, as there could be no better exponents of it than the present company.

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How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnier, Lait Charnier and Special Skin Tonic and Pouder Charnier will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson &amp; Co. Ltd. Solo Agents

## MILITARY WEDDING AT THE CATHEDRAL.

## PAXTON-DENNYS.

At St. John's Cathedral yesterday, in the presence of a large congregation, the wedding was solemnised of Lieutenant Alexander Norman Paxton, R.E., son of Mr. F. C. Paxton, of Walmer; Kent, to Miss Florence Gorbridge Denys, daughter of Mr. Henry Gorbridge Denys (President of the Law Society of Hongkong, and formerly Crown Solicitor). Punctually at half-past two the bride arrived at the Cathedral in a sedan chair decorated with greenery and flowers, and was led up the aisle by her father, followed by daintily-dressed little bridesmaids and train-bearers.

The bride's dress, which was beautifully made by Madame Flatt, was of very soft French satin, made Princess fashion and trimmed with beautiful hand embroidery in shades of ivory silk. The very graceful Watteau train was caught to the waist with large embroidered buttons and the long tight-fitting sleeves of open-tucked tulle and the pretty turned-down collar were both the latest Paris ideas. The lovely old Matines lace veil which the bride wore was lent by Mrs. Edwards. The bride carried a beautiful show bouquet of choice white flowers, tied with broad satin ribbons, and for her only ornament wore the pendant of pearl, given her by the bridegroom. The wedding ring was, we understand, made by one of the bridegroom's fellow-officers.

The bridesmaids were Miss Phoebe, Iris and Diana May. Their pretty frocks were made of Japanese silk gauze with a blue satin stripe over white satin, and on their heads they wore guipure lace caps with wide wings of the lace, and carried posy bouquets of pink roses. There were two small train-bearers—Miss Vivienne Denys and Master William Potts—the little girl in white silk gauze with hand-embroidered blue flowers on it, and a lace cap with bunches of blue ribbons, the little boy in a white man's sailor's suit with pale blue collar and white cap. The bridegroom presented the bridesmaids with gold shamrock brooches with jade centres, and the little girls with a pin to correspond. Mrs. Denys' bouquet was made of red roses tied with green ribbons to match her gown—all the bouquets being supplied by Miss Fairall.

Mr. John Crookenden, of the Buffs, was "best man."

The Rev. Bishop of Victoria officiated, assisted by the Rev. F. T. Johnson (Chaplain of the Cathedral) and the Rev. Dallas Ennis (Chaplain to the Forces), and the service was fully choral. After the signing of the register the bridegroom presented the bride with gold shamrock brooches with jade centres, and the little girls with a pin to correspond. Mrs. Denys' bouquet was made of red roses tied with green ribbons to match her gown—all the bouquets being supplied by Miss Fairall.

The bride went away in a pale pink cloth costume with touches of brown and with a hat on.

Following is a list of the presents:—

Bride's gift to bridegroom—Gold and jade studs and links and miniature.

Bridegroom's gift to bride—Pearl pendant, jade and gold studs and jade and gold chain.

Silver tea set and kettle and choque from Mr. H. L. Donny.

Jade pendant—Mr. H. L. Donny.

Cheque—Mr. A. J. Denys, Tientain.

Silver bowl—Mr. H. L. Denys, Junior.

Silver bracelets—Miss Vivienne Denys.

Silver tray—Colonel Dunbenton and the officers Royal Engineers.

Silver bowl—The officers Royal Artillery.

Silver cigarette box—The subalterns and attached officers, 105—Mahatma L.L.

Travelling clock—Some officers of the Buffs.

Silver frame—Hon. Mr. F. A. Hazelton.

Silver and gold and sugar tongs—Hon. Sir F. H. and Lady May.

Blackwood opium stool—Hon. Mr. and Mrs. Brown.

Clothes umbrella handle—Miss Langstein.

Japanese lacquer tray—Mrs. Langstein.

Silver sweet bottle—Mr. and Mrs. Thompson.

Silver vase—Lieut. G. N. Bookwell, H.N., Mr. J. H. King and Mr. W. L. Shand.

Silver mounted claret jug—Captain and Mrs. Craig.

Blackwood frame—Mr. Greig.

Mother of pearl fruit dishes—Captain and Mrs. Worthington.

Silver vase—Captain and Mrs. Collingwood.

Silver sweet dish—Mrs. Dowbiggin.

Silver salt cellars—Mr. and Mrs. Greig.

Silver vase—Mr. and Mrs. Stevenson.

Silver mounted pots—Col. and Mrs. Bedford.

Silver mounted claret jug—Mr. J. Crookenden, the Buffs.

Silver vase—Major A. Chapman, R.A.

Silver mounted claret jug—Mr. J. Crookenden, the Buffs.

Silver vase—Major and Mrs. Collingwood.

Chinese embossed blotting pad—Miss Barker.

Chinese silver vase—Major and Mrs. Eaton.

Chinese silver model—Mr. W. Daniel.

Blackwood and silver inkstand—Mr. and Miss Newall.

Blackwood stool—Mr. and Mrs. Looker.

Chinese vase—Mr. C. Holmes Johnson.

Chinese vase—Mr. and Mrs. Collison Morley.

Silver cabriolé—Mr. and Mrs. Hart.

Blackwood cabriolé—Mr. and Mrs. J. Hastings.

Silver cigar lighter—Captain Montague, R.N.

Silver glove box—Sir H. Hart, B.C.L.

Blue enamel necklace—Miss Arrollson.

Silver mounted necklace—Mr. D. Arrollson.

Silver fruit dish—Mr. and Mrs. Pegeat Hott.

Lace d'olives—Mr. and Mrs. Harvey.

Embroidered tea service—Miss Rowe.

Silver mounted Pots—Mr. and Mrs. Wakeham.

Silver glove box—Hon. Mr. H. J. Gomperts.

Silver vase—Mr. D. Domme.

Silver bowl—Mr. K. Tong.

Travelling-clock—Mr. and Mrs. Stabb.

Silver mounted bamboo and wood box—Mr. G. W. Orme.

Roll of silk—Mr. Hartnell.

Silver vase—Colonel and Mrs. Dunn.

Felt coffee dish—Mr. J. Jack.

Silver sweet dish—Mr. P. Jack.

Silver sweet dish—Colonel and Mrs. Lambert and Miss Loret.

Cloisonné bowl—Mr. and Mrs. J. B. M. Smith.

Drawn thread tea table cloth—Mr. and Mrs. Sheldon Hooper.

Porcelain bowl—Colonel and Mrs. Chamier.

E. A.

Silver tea caddy—Mr. Wong Hing.

## SHIPPING NOTES.

The O.S.K. steamer *Chicago-maru* has just been launched at the Kawasaki Shipbuilding Yard, Kobe. The *Chicago-maru* is the third of the series built by the Kawasaki Dockyard Co. for the Osaka Shosen Kaisha American line, the two sister ships being the *Tacoma-maru* and the *Seattle-maru*. The former was launched on the 5th of February this year, and the latter on the 3rd of May. Like her sister-ship, the *Chicago-maru* is a steel steamer 410 feet long, 51 feet wide, and 22 feet deep, with a gross tonnage of 6,170, and carrying engines of 4,500 horse-power. Miss Nakashita (daughter of the President of the O.S.K.) performed the ceremony of naming the *Chicago-maru*, as she did the *Seattle-maru*.

The claim in connection with the loss of the Hokkaido Tank Kisen Kaisha's steamer *Ibuki-maru*, which was sunk at Yokohama in April last as the result of a collision with the steamer *Sydney*, belonging to the Messageries Maritimes Company, is now being contested in the Yokohama District Court. The claim is for damages, amounting to £52,085.15, together with interest thereon at the rate of 5 per cent. per annum, from April 17th, 1909, until the date of the execution of judgment. It is contended that the collision which resulted in the sinking of the Japanese ship was due to the negligence of the Captain of the *Sydney*, while the defence contends that it was due to the negligence of the Captain of the *Ibuki-maru*. It was stated by the plaintiffs' counsel that at the time of the disaster the steamer *Ibuki-maru* was valued at £130,000. The vessel had been repaired by the Uraga Dock Company and was steaming on her first voyage at that time. After the disaster the plaintiff's Company abandoned the wreck to the Tokyo Marine Insurance Company, from which plaintiff received only £80,000, the sum insured, but lost the balance of £50,000. (The plaintiff had learned that the sunken steamer was subsequently sold by tender for the price of £900. At the time of the collision the *Ibuki-maru* had coal valued at £640 on board. Owing to the sinking of the vessel, the plaintiff gave the Captain and sailors the sum of £1,965.15 for relief. The loss of plaintiff's Company, therefore, totalled £52,085.15, which the defendant had failed to pay. The defence disputed these figures. The decision of the Court has not yet been rendered.

An innovation which is a novelty in the mercantile marine has been adopted by the Pacific Mail line. Under the terms of a general order issued by Mr. R. P. Schwerin, vice-president and general manager of the Pacific Mail Company, employees who wear the company's uniform will hereafter be entitled to decorate their sleeves with service stripes. Every three years of continuous service will entitle the employee on a Pacific Mail ship to wear a quarter-inch stripe around the cuff of his coat. At the end of ten years the three-quarter inch stripe will be substituted. In the case of employees whose uniforms bear gilt insignia the service stripes will be gold, and for those who do not rate ballyon on their uniforms black braid will tell how long they have served the flag. In the matter of service stripes only continuous will count.

A cable from London to the American papers states that while no official statement is obtainable there, yet well-informed circles attach much importance to the rumoured Canadian Pacific control of the Allan Steamship Line. The fact that the Allan officials received provisional notice to leave is taken to indicate that the line is passing under the control of another steamship concern, seeing that a railroad company like the Grand Trunk would probably need to retain the Allan Steamship staff. The Canadian Pacific, by control of the Allan line, would secure much-needed secondary boats, namely, the *Victorian* and *Virginia*, to replace out-of-date steamers of the lake class, and supplement the two Empress boats on the Atlantic. Moreover, the Canadian Pacific would gain coveted access to the Glasgow and French trade, from which it is barred out by the conference rules.

A Washington correspondent says that men in and out of Congress who for a great many years have been agitating for the passing of a Ship Subsidy Bill feel very confident that a Bill of that character will be passed at the coming session of Congress. In the House the Bill commands the support of the Speaker and his chief advisers. Mr. Aldrich and other leaders of the Senate approve of it, and the President has publicly announced that he will recommend ship subsidy legislation to Congress in his annual Message. With this powerful backing, the measure ought to be carried, although it will meet with opposition from some Democrats and those Western "insurgents" who find the Tariff Bill so unpalatable, and who look upon a ship subsidy as a bonus paid to the Eastern and Western seaboard without any compensating advantage to the interior. If the Bill passes it will undoubtedly affect British shipping injuriously, as it will stimulate American shipbuilding and the mercantile marine, and direct cargoes to vessels flying the American flag, as with a subsidy paid by the Government it will be possible for American ships to compete with British in the Atlantic as well as the Pacific trade.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Turing* left Manila on the 9th inst., and is due here to-day.

The C.N. Co.'s str. *Anhui* left Shanghai on the 11th inst., and is due here on the 14th inst.

The Austrian Lloyd's str. *Franz Ferdinand* left Singapore for this port on the 10th inst., and is due here on the 16th instant.

The P.M. str. *China* arrived at San Francisco on the 6th instant.

The C.P.R. str. *Empress of China* arrived at Nagasaki at 8 a.m. on Thursday, the 11th inst., and left again at 1 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 12th instant.

The O.S.K. str. *Tacoma Maru* left Tacoma on the 9th inst., for Yokohama, and is expected to arrive here or about the 12th inst.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:

HIS EXCELLENCE THE GOVERNOR, SIR FREDERICK JOHN DALYTHY LUGARD, K.C.M.G., C.B., D.S.O.

HIS EXCELLENCE MAJOR-GENERAL R. G. BROADWOOD, C.B., A.D.C. (General Officer Commanding).

Hon. Sir F. H. MAY, K.C.M.G. (Colonial Secretary).

Hon. Mr. F. A. HAZELAND (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. P. N. H. JONES (Director of Public Works).

Hon. Mr. A. W. BREWIN (Colonial Treasurer).

Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).

Hon. Dr. HO KAI, M.B., C.M.G.

Hon. Mr. E. OSBORNE.

Hon. Mr. E. A. HEWITT.

Hon. Mr. MURRAY STEWART.

Hon. Mr. W. J. GRESHAM.

Hon. Mr. WAI YUK, C.M.G.

Hon. C. CLEMENT ( Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

CONGRATULATIONS TO SIR F. H. MAY.

HIS EXCELLENCE—Gentlemen—Before proceeding with the business of the day, I propose to read to the Council the telegram which I received from the Secretary of State. It is as follows:

"It gives me pleasure to inform you that His Majesty has been graciously pleased to approve of conferring the Knight Commander of the Order of St. Michael and St. George upon Mr. May."

(Applause.) This news has already been made public in the Press, but I take this opportunity of reading this telegram to the Council in order that I may place on the records of the Legislative Council the fact that the oldest—with one exception—member of the Council here present has been awarded this honour by His Majesty, and I am sure that I voice the feeling of every member of this Council and of the Colony at large when I say that no honour conferred on this occasion by the King in any part of the Empire has been more deserved than the one of which we are taking note to-day. (Applause.)

THE COLONIAL SECRETARY—Sir, I beg to express my appreciation of the terms in which your Excellency has been good enough to refer to the honour which has been conferred upon me.

CONDOLENCES WITH JAPAN.

HIS EXCELLENCE—I have also to inform the Council that immediately on receipt of the news of the dastardly outrage by which one of the foremost statesmen of Japan was deprived of his life at the hand of an assassin I telegraphed the sympathy of this Colony with our all on their great loss. I received in reply the following telegram from His Majesty's Ambassador at Tokyo:

"The Japanese Government desire me to convey to you their deep gratitude for the sympathetic message with respect to the lamented death of Prince Ito."

FINANCIAL MINUTES.

THE COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the Financial Minutes No. 51, and moved that it be referred to the Finance Committee.

THE COLONIAL TREASURER seconded, and the resolution was agreed to.

FINANCIAL.

THE COLONIAL SECRETARY, by command of H. E. the Governor, laid on the table the report made under sub-section 35 of section 16 of the Public Health and Buildings Ordinances, 1903-09, with reference to the prevention of mosquito breeding.

THE DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

EYELAWS.

THE COLONIAL SECRETARY moved that the approval of the Council be given to the by-laws made under section 16 of the Public Health and Buildings Ordinances, 1903-09, with reference to slaughter-houses and slaughter of animals.

THE DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

THE COINAGE PROBLEM.

The following resolution was standing in the name of the Hon. Mr. Stewart:—"That in the opinion of this Council the issue of a new subsidiary coinage convertible at par would not be successful unless the use of all other subsidiary coins were prohibited in the Colony, and that, in the circumstances, it is undesirable to deal with the matter except part of a comprehensive scheme of local currency reform."

Hon. Mr. STEWART said, in moving the resolution:—Your Excellency, in speaking to the resolution of which I gave notice at our last meeting I shall not detain the Council long. I propose to do little more than indicate my reason for bringing it forward. Manifestly it refers to the scheme for the issue of a new subsidiary coinage proposed by an unofficial member in the debate on the Estimates—a proposal to repudiate after a certain date all the existing subsidiary coinage circulating outside of the Colony, to redeem the amount circulating or held in the Colony on the same date; and to issue a new subsidiary coin, convertible at par to any extent, but only legal tender up to two dollars; these coins to compete for public favour with those issued from the Canton Mint, the circulation of which in the Colony was not to be prohibited. Hitherto I have held with those who consider repudiation unjustifiable, redemption impracticable, and prohibition impolitic. The way the hon. member put the

case for his contention, that we are not bound to redeem, shook the first of these opinions a little, but by now it has settled in its old foundations. Having thought over the matter, I consider that the proposal to repudiate, however attractive it may be presented, is, after all, indefensible; and, further, that, in any case, now subsidiary coins would not cure the inconveniences at present complained of, unless the concurrent use of Chinese subsidiary coins were prohibited. In other words, I think that the scheme proposed would not work. It is here that opinion differs. On the one hand, it is contended by the hon. member that the fact of his proposed new coin being convertible at par would cause it to drive out the competing Chinese coins. On the other hand, it is held that the Chinese coin would still be in demand among the poorer section of the population, who would always prefer to receive in exchange for a dollar, say, for the sake of argument, eleven Chinese ten cent pieces instead of ten British pieces. It is this view of the probabilities which the first part of the resolution asserts. The point is debatable. I don't propose to discuss it. It is impossible to do so except at great length. And the hope of reaching finality is too slight to justify that. Currency questions are perhaps the most intricate of all the questions about which people freely dogmatise, and legislation dealing with them is notoriously apt to lead to most unexpected results. Ours are peculiarly intricate owing to the complex relation created by contact between ancient and modern conditions of life, between two distinct and well defined states of civilization with standards of wealth so far apart that the unit of currency of the one is regarded as subsidiary coin by the other. I need not remind the Council that the notes issued by the Provincial Government Treasury in Canton are payable in 20 cent pieces, I need not remind you that the share of the Kwangtung section of the Canton-Hankow Railway are issued in exchange for 20 cent pieces, that in fact, the capital of that great undertaking is 20 cent pieces—a fact so astonishing to the English mind that when the local branch of the China Association advised the London Committee of it, the Chair was afraid to mention it at the Foreign Office lest it should turn out to be a ridiculous stake on our part. This only shows that the inhabitants of a country in which wealth is fairly widespread have difficulty in appreciating the currency value of a country rich in mineral but so thickly populated that the vast majority are very poor. This is important to remember, and it is sometimes forgotten in discussing the local currency problem. As I have said I do not propose to discuss it now. Local currency problems have been to the fore ever since the birth of the Colony, and they are not likely to be solved by exhaustive and exhausting speeches delivered in one afternoon. Moreover, it is not really necessary to the practical purpose I have in view, that the Council should endorse an opinion which may be regarded as academic. I am only concerned to elicit an expression of opinion upon the merits of the proposed scheme as a whole. On the occasion of its promulgation your Excellency said that the Government would consider it. Doubtless you have done so. If, after consideration, the Government does not intend to carry out the hon. member's recommendations, it appears to me to be desirable in the public interest that a statement to that effect should be made. For this reason. Part of the scheme being to redeem the existing coin circulating or held in the Colony, obviously, if the belief were to gain ground that the scheme had any chance of being adopted, our coins would tend to flow back into the Colony in inconvenient quantities, with the result that, eventually, in the case of nothing being done, they would still further depreciate. To prevent this the Government, if they have no intention of redeeming at par the coins held locally, should say so. The belief that it is important to dissipate a possible misleading idea, calculated to encourage speculation, is my main reason for bringing forward this resolution. I must confess that it is perhaps not particularly well designed for the purpose, and, if the statement which I hope to elicit is made, I shall be willing to withdraw it. The latter part, suggesting that, if anything is done, our local currency ought to be dealt with as a whole by some comprehensive scheme of reform, at least indicates that I am not opposed to change, as such. So far I have been against most schemes of currency reform put forward, but I feel very sure that that view would be taken by His Majesty's Ministers at Home, supposing the scheme were before them. I have already stated in this Council that I think it inadmissible to continue the scheme for redemption started by your Excellency's predecessor. It has been given a fair trial for some years and is found to be costing the Colony a large sum of money without an adequate return. I also endorse the remarks by the hon. member who moved the resolution that prohibition, as we now stand, of Chinese coinage is most inadvisable. As I have already stated on a previous occasion, I consider the attitude of the Government at present as being that of the Government of the United States in 1845, but merchants ignored the Government's theoretical gold standard and wisely continued to conduct their operations in the currency most convenient to China's foreign trade, the fact being that they had no option in the matter if they wanted to see the trade prosper. Those who fondly imagine that currency problems would cease from troubling if only we had a gold standard, should dip back fifty years into the history of the Colony. They might then realise, what the Government eventually realised in the early 'sixties, that the wise thing to do was to adopt a currency of equal value with the currency in which the trade of Canton was being conducted. The Government of that day realised the identity of this Colony's commercial interests with those of the great trade centre of South China more clearly than many seem to do at the present time. It is just as important to realise that commercially we are part of China as

to remember that politically we are not, a fact the significance of which, we have just been sharply reminded, is insufficiently appreciated in high places. Realisation of the former fact that commercially we are part and parcel of China leads to a cautious reception of currency reform proposals based upon the idea that the time has come for this Colony to take independent action. That time will not have come, it seems to me, until the present renewed prospect of the establishment of a uniform currency throughout China shall have faded. The hope that in exchange for permission to raise the Custom duties the Central Government will discover a strong reason for strong action, may seem somewhat faint, but I submit that it is less faint than any hitherto held out. We shall doubtless be told that the Central Government is not strong enough to force a uniform currency upon the Provinces, even if it so desires. But it is not reasonable to be asked to believe one moment that the Central Government is powerless to do this, and to be told at the same moment that it is powerful enough to eradicate the opium habit in a few years throughout the length and breadth of the land. If that is possible, and the accredited authorities on Chinese affairs proclaim the fact, it must surely also be possible to perform the far simpler task of controlling a few Provincial Mints. All that is required is an adequate motive and this may conceivably be supplied by contact between ancient and modern conditions of life, between two distinct and well defined states of civilization with standards of wealth so far apart that the unit of currency of the one is regarded as subsidiary coin by the other. The honourable member who has moved this resolution declares that repudiation of British coins is indefensible, and no doubt there are many who will be inclined to agree with him; indeed, it was only in regard to this aspect of the question, as I stated a fortnight ago, that I anticipated any exception being taken to my proposals. I will not argue the point; to do so would be of little advantage, because it is unlikely that unanimity would ever be reached. But I will meet his objection with a development of the original scheme, by which repudiation can be avoided and by which redemption can be effected without additional loss to the Treasury. I would suggest that the old coins be demonetised only so far as the public are concerned; that is to say, that they continue to be legal tender to Government and cease to be legal tender to others. The effect of this would be that a certain quantity would annually return to the Treasury and could be melted down and re-cast into new coins. Our local exchequer by slow degrees gorged itself in the past with unwholesome profits from subsidiary coinage, and if redemption be the only acceptable avenue to reform, then let it in similar manner disgorge by slow degrees in the future. Meanwhile the new coin will circulate at par and be legal tender both to Government and the public. The honourable member fears that the Chinese will continue to use Chinese coins—that they will prefer eleven Chinese 10 cent pieces to ten British. That may or may not be. Again I will not argue the point, except to say that if the Chinese prefer their own coins, it will be their own affair and does not in the least affect the main principle of my scheme, which is that coin at all times worth its face value will receive my active support. But while these things are of the "kings of the gods" I have no particular desire that this Government should bind itself in any way other than by the declaration I have asked for, and simply in order that there may be subject matter before the Council to speak to, I move *pro forma* the resolution as it stands.

The Hon. Mr. OSBORNE—The hon. member has wandered very far from the point—

HIS EXCELLENCE—The resolution has not been seconded.

Hon. Mr. HEWITT—Your Excellency, I informed the hon. member who represents the Justices of the Peace that I would be very glad to second his resolution. When I came into this room I was not aware of what he was going to say. I have listened to him with great attention this afternoon; and, in the main, I entirely agree with what he has said. I do not propose to take up the time of this honourable Council by going into the extremely vexed and complicated question of currency reform, but I will briefly state my reasons for supporting the hon. member. To begin with, a proposal was set forward by my hon. friend on my right (Mr. Osborne) at a previous meeting that we should repudiate all British coin which has poured into Southern China for many years past. It appears to me that that would be an absolutely indefensible action. Personally I would look upon it as politically immoral, and I feel very sure that that view would be taken by His Majesty's Ministers at Home, supposing the scheme were before them. I have already stated in this Council that I think it inadmissible to continue the scheme for redemption started by your Excellency's predecessor. It has been given a fair trial for some years and is found to be costing the Colony a large sum of money without an adequate return. I also endorse the remarks by the hon. member who moved the resolution that prohibition, as we now stand, of Chinese coinage is most inadvisable. 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The Government of that day realised the identity of this Colony's commercial interests with those of the great trade centre of South China more clearly than many seem to do at the present time. It is just as important to realise that commercially we are part of China as to remember that politically we are not, a fact the significance of which, we have just been sharply reminded, is insufficiently appreciated in high places. Realisation of the former fact that commercially we are part and parcel of China leads to a cautious reception of currency reform proposals based upon the idea that the time has come for this Colony to take independent action. That time will not have come, it seems to me, until the present renewed prospect of the establishment of a uniform currency throughout China shall have faded. 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## NOTICE.

Communications, respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C.

5th Ed-Lieber's.

P.O. Box 53. Telephone No. 12.

## NEW ADVERTISEMENTS

## HONGKONG GUN CLUB.

THE Postponed ANNUAL GENERAL MEETING of Members will be held at 5 P.M. on WEDNESDAY, 17th November, at the Club House.

G. C. MOXON,

Hon. Secretary.

Hongkong, 12th November, 1909. [1408]

## WANTED.

BY a Merchantile Firm, a JUNIOR CLERK, combining qualities of a competent Typist and Stenographer.

Apply to—

Care of "Daily Press" Office.

Hongkong, 12th November, 1909. [1409]



SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYELAWS (amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road, or those parts of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be limewashed in respect of all the walls of each room, all cubic partitions, stairs and castings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs. The back yard must have its containing walls limewashed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be limewashed, but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau Ma Tei service reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash flats at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

W. BOWEN ROWLANDS,

Secretary.

Dated this 1st day of November, 1909. [1410]

## FOR A SHORT SEASON ONLY

## RETURN VISIT

OF THE

## HIPPODROME CIRCUS

AND

## MENAGERIE

AT THE OLD SITE,

## CAUSEWAY BAY.

## NEW ARTISTS

FROM AUSTRALIA, EUROPE,

AMERICA AND RUSSIA.

Box Plan at ROBINSON PIANO CO.

## WATCH FOR OPENING DATE.

KISTO BYSACK,  
Proprietor and Manager.

A. JACKSON,

Representative.

[1411]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE,"

Capt. Owen Jones, R.N.R., will leave for the above Port TO-DAY, the 12th inst., at 5 P.M.

For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 12th November, 1909. [1412]

UNDER the Distinguished Patronage of H. E. GOVERNOR, SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., MAJ.-GEN. E.G. BREDWOOD, C.B., and COMMODORE LYON, R.N.

## GRAND CONCERT

(In Aid of the RENOVATION SCHEME of the SAILORS' and SOLDIERS' HOME, By the Band of the

2ND CAMERON HIGHLANDERS,

(By Kind Permission of COL. M. S. REACH and OFFICERS of the REGT.)

ON

MONDAY, NOVEMBER 15TH, AT 9 P.M.

SCOTCH REEL.

SWORD DANCE.

HIGHLAND FLING.

TICKETS \$3 (RESERVED), \$2 & \$1.

BOOK AT S. MOUTHS & CO., LTD.

A Tram will run to the Peak 10 Minutes after the Conclusion. [1407]

## NOTICE TO CONSIGNEES,

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

From BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their Risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex. e. "Mongolia."  
From Calcutta, ex. e. "Sunda."  
From Persian Gulf, ex. B. I. S. N. and  
B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless

instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th Nov., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged packages must be left in the Goods

for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten

days of the steamer's arrival here, after which

date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th November, 1909. [1409]

## PUBLIC COMPANIES

## NOTICE.

CHINESE ENGINEERING & MINING CO., LIMITED.

A FINAL DIVIDEND of ONE SHILLING and SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 23rd February, 1909.

COUPON No. 13 is Payable on 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBBIE,  
Agent.

Hongkong, 30th October, 1909. [1409]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, 37 and 75 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

## NEW ADVERTISEMENTS

## ENTERTAINMENTS

## THEATRE ROYAL.

## TO-NIGHT

(FRIDAY). Nov. 12.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

No. 1

COMEDY Co.

IN ALL THE GREATEST AND

LATEST LONDON SUCCESSES.

FRIDAY, 12TH NOVEMBER.

Gerald De Manier's Great Play

RAFFLES

SATURDAY, 13TH NOVEMBER.

Cyril Maude's Greatest HIT

THE FLAG LIEUTENANT.

MONDAY, 15TH NOVEMBER.

For the first time in Hongkong.

The Great Shakespearian Play

THE MERCHANT OF VENICE.

PRICES: \$3, \$2 & \$1.

Seat may now be booked at

MOUTHS & CO.

Doors Open 8. Commence 9.

Last Tram to the Peak after Performances.

Hongkong, 7th September, 1909. [1409]

## ST. PETER'S CHURCH.

WEST POINT.

ORGAN RECITAL.

ON FRIDAY, NOVEMBER 19TH, 1909,

AT 5.30 P.M.

BY MR. GEO. GRIMBLE.

Vocalists: MRS. A. G. GORDON,

MR. G. P. LAMMERT,

MR. W. S. HORN.

Collection in Aid of the Organ Fund.

Hongkong, 27th April, 1909. [1409]

## INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEANIC MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908

\$19,121,310.

I. Authorised Capital ... \$6,000,000

Subscribed Capital ... 5,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [1408]

NOTICE.

HAVING been appointed AGENTS in

Hongkong for the WESTERN INSURANCE COMPANY, we are prepared to accept approved

European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,

Hongkong, 16th August, 1909. [1408]

RESERVE LIABILITIES OF PROFTS \$15,000.00

PAID-UP CAPITAL ... \$15,000.00

RESERVE FUNDS:—

STERLING ... \$1,500,000 at 2/— \$15,000,000

SILVER ... ... ... \$15,250,000

\$30,250,000

RES

By Royal Warrant to HIS MAJESTY THE KING.

# LEA & PERRINS' SAUCE.

The  
Original and Genuine  
WORCESTERSHIRE.



## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
FROM MIDDLESBRO' ANTWERP, HULL,  
LONDON AND PORTS.

## THE Steamship

"GLENLOCHY," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 13th inst will be subject to rate.

All damaged packages must be left in the Godowns, where they will be examined on the 12th inst, at 3 P.M.

Owing to Cargo on board the s.s. "Glenlochy" having been on fire between Singapore and Hongkong, Consignees are hereby notified that before Bills of Lading can be countersigned, an average agreement will have to be signed, and a deposit of 20 per cent upon the estimated net value of their Cargo lodged with us.

SHEWAN, TOME & CO., Agents.

Hongkong, 6th November, 1909. [1397]

NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Rubattino United Companies)

NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE.

## THE Steamship

"CAPRI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 20th inst, or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst, at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 10th November, 1909. [4]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 14th August, 1909. [9]

FOR PREVENTION • FOR CURE

It is an admitted fact that prevention is better than cure, and in no sense is it more important than in the case of diseases of the Liver, Stomach, Kidneys, or Bowels. Beecham's PILLS are a safe and effective remedy, and will give immediate relief, but to effect a permanent cure, this medicine acts successfully in cases where more protracted means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many cases who regarded themselves as condemned invalids, might regain all their health and happiness if they would only take Beecham's PILLS.

TAKE BEECHAM'S PILLS.

Sold everywhere in boxes, price 7/- 1/- 6/- 2/-



SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

## WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 28TH, 1909.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operating between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOBÉ MARU" and "SAIKI MARU" (2,877 tons each).

## NORTH-BOUND.

| Leave—Shanghai (Steamer) | Arrive—Dairen ( ) | Thursday | Saturday | Sunday | Saturday or Sunday | Monday or Tuesday | Tuesday | Friday |
|--------------------------|-------------------|----------|----------|--------|--------------------|-------------------|---------|--------|
| Lv. —                    | 12.00 a.m.        |          |          |        |                    |                   |         |        |
| Ar. — Mukden             | 9.45 p.m.         |          |          |        |                    |                   |         |        |
| Lv. —                    | 10.10 p.m.        |          |          |        |                    |                   |         |        |
| Ar. — Changchun          | 5.30 a.m.         |          |          |        |                    |                   |         |        |
| Lv. — " (Russian Train)  | 6.30 a.m.         |          |          |        |                    |                   |         |        |
| Ar. — Harbin ( )         | 3.20 p.m.         |          |          |        |                    |                   |         |        |

## Connecting at Harbin with

| State Express from St. Pet's g. | State Express from Moscow. | Wagon-Lite for Moscow. | State Express for St. Pet's g. |
|---------------------------------|----------------------------|------------------------|--------------------------------|
| Tuesday                         | Thursday                   | Saturday               |                                |

SOUTH-BOUND.

| Leave—Harbin (Russian Train) | Arrive—Changchun ( ) | State Express from St. Pet's g. | State Express from Moscow. | Wagon-Lite for Moscow. | State Express for St. Pet's g. |
|------------------------------|----------------------|---------------------------------|----------------------------|------------------------|--------------------------------|
| 11.25 a.m.                   | 9.40 p.m.            |                                 |                            |                        |                                |
| Leave—Changchun ( )          | 10.00 p.m.           |                                 |                            |                        |                                |
| Arrive—Mukden                | 5.08 a.m.            |                                 |                            |                        |                                |
| Leave—Dairen ( )             | 5.20 a.m.            |                                 |                            |                        |                                |
| Arrive—Shanghai ( )          | 3.00 p.m.            |                                 |                            |                        |                                |

\* Russian Train Time is 23 minutes earlier than S. M. R. Time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thea. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "YAMATO") At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

FUSHUN COAL.—FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANTEU." Codes: A.R.C., 5th Ed., A.I. and Liebera. [137-722]

## HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3.)

Ma Tau Kok Quarry, from which stone for the Post Office is prepared. They will in a few days return to the Ma Tau Kok sheds, which are being rebuilt. The contractor draws no rent for housing those people, who are all engaged on Post Office work.

3. This answer disposes of the 3rd question.

## THE CEMETERY ORDINANCE.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian religion.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

## TRADE MARKS AMENDMENT ORDINANCE.

Council went into Committee to resume consideration of the Bill entitled "An Ordinance to amend the law relating to trade marks."

Hon. Mr. HEWETT.—Your Excellency.—Two days ago I received a letter from the Colonial Secretary enclosing seven or eight suggested amending clauses. It appears to me, although I am not an expert in trade marks, that the matter is a very important one. There are a large number of merchants in the Colony who are interested in trade marks, either on their own behalf or on behalf of the firms at home which they represent, and it appears to me in view of the importance of the matter and also, as I understand, in view of the fact that there is no urgent necessity for the passing of this Bill, that it would be very advisable that an opportunity should be given to the merchants interested to see these clauses before the Bill passes its third reading. That being so, I would ask your Excellency to be good enough to allow the Bill to remain in committee until the merchants of the Colony have had an opportunity of seeing what the amendments are. When I received the letter I circulated a memorandum to the Committee of the Chamber of Commerce, but it was impossible for me to discuss the question in the interval. As representing the Chamber of Commerce, I am not prepared to express any opinion on the proposals now before the Committee, and I cannot see that there can be any objection to allowing the matter to stand over. I would ask your Excellency to do this, and the Chamber of Commerce will deal with it as promptly as possible. I do not think the Bill ought to be put to the third reading until merchants have had an opportunity of expressing their opinion if they wish to do so. The question is a very important one.

His EXCELLENCE.—We shall be very glad to defer the Bill. We wish to have your views.

Hon. Mr. HEWETT.—That is my reason for asking for postponement. I propose, if you will allow me, to hand in the memorandum which I circulated to the Committee, which will justify my reason for asking that the Bill be deferred.

His EXCELLENCE.—We will defer the Committee stage on this Bill, but I would ask you to expedite the matter as much as possible, as the session is much beyond the usual date. I would like the Council to meet again on Friday, the 26th November.

Hon. Mr. HEWETT.—I am much obliged to your Excellency for your consideration in the matter.

## THE HARBOUR OF REFUGE BILL.

Council went into Committee on the Bill entitled "An Ordinance to authorise the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Taikotsu, Mongkok, and Yaumati, Kowloon, in this Colony."

The ATTORNEY-GENERAL moved an amendment to section 2 (b) by adding the following words: "And do not when completed interfere with direct access to the sea along the whole of the western frontage of Kowloon Marine Lots 32 and 49, provided that the sea way protecting any reclamation of the foreshore or seabed adjoining and lying to the south of Kowloon Marine Lot 32 shall not be altered so as to extend to the westward of the position shown on the said plan."

He said the amendment was merely to make an alteration in the plan (submitted) and also to make clear that the access to the marine lots would not be interfered with. The amendment had been accepted by the owner of Kowloon Marine Lot 32.

Hon. Mr. OSBORNE.—Does that mean that you can do anything else you like in front of a man's lot?

## THE DIRECTOR OF PUBLIC WORKS.—No.

Hon. Mr. HEWETT.—The line of the shore is marked "Harbour of Refuge boundaries."

The DIRECTOR OF PUBLIC WORKS.—That is for the convenience of workmen.

Hon. Mr. HEWETT.—Does it mean that you can bring any number of junks you please opposite the houses there and leave them there during the time this breakwater is building?

The DIRECTOR OF PUBLIC WORKS.—That would be very unreasonable.

Hon. Mr. OSBORNE.—Is there any danger of the rights of these marine lot holders being affected?

The DIRECTOR OF PUBLIC WORKS.—Lots that are likely to be affected are provided for in the Bill.

Hon. Mr. HEWETT.—You say it is not likely you will put junks in such a way as will prove inconvenient. Buryon will do it if you like?

The COLONIAL SECRETARY.—I think the hon. member may rest assured that there will be no unreasonable interference. During the construction of the work, junks will be no doubt have to come and go, but there will be no interference with the access to the sea.

Hon. Mr. STEWART.—That would work in the ordinary way if there were no special powers taken for the breakwater. I only ask what are the special powers for. You make a line all round the plan and say that within this you are going to take special powers.

The reply of the DIRECTOR OF PUBLIC WORKS.

Hon. Mr. STEWART.—Then why provide for deviation all the way from the breakwater to the shore? I don't see what the building of the breakwater has got to do with the sea wall at all.

The COLONIAL SECRETARY.—You want to show the area of your harbour of refuge.

Hon. Mr. STEWART.—It is that the object of the line then it is understandable.

HIS EXCELLENCE.—Supposing dredging operations were required in front of those lots, they would take place within the red line, not outside.

Hon. Mr. OSBORNE.—Yes, but this apparently gives the Government the right, say, to put a stone pier opposite that man's lot.

Hon. Mr. HEWETT.—I take it, Your Excellency that if the Government are spending a large sum of money in making a valuable harbour of refuge they must have power to do any reasonable amount of work in that area. It appears to me that the Government proposal is a perfectly reasonable one, and I don't see anything to object to. We can trust to the Government officials and the assurance given by your Excellency.

The COLONIAL SECRETARY.—As for the rights of marine lot holders they are amply provided for in the Bill. And as a matter of fact no marine lot holder has objected to the Bill.

Hon. Mr. OSBORNE.—The whole point is whether there is anything in this Bill which will affect the rights of marine lot owners.

HIS EXCELLENCE.—They have all seen the Bill and discussed it, and do not object, or what objections they have made have been met.

The DIRECTOR OF PUBLIC WORKS.—The marine lot holders affected are mentioned.

HIS EXCELLENCE.—Have you any amendment you wish to make to the clause?

Hon. Mr. OSBORNE.—No.

The section was then approved.

Sub-section 4 of the same clause was altered to read "The Governor may instead of making an award under this section enter into an agreement with any claimant for the compromise or settlement of any claim on such terms as the Governor may think fit."

Council then resumed.

The ATTORNEY-GENERAL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

HIS EXCELLENCE.—Council will adjourn until Friday, 26th inst.

## FINANCE COMMITTEE.

A meeting of Finance Committee was then held, the COLONIAL SECRETARY presiding.

&lt;p

## SHIPPING.

## ARRIVALS.

ASSAYE, British str., 1,756, Owen Jones, R.N.R., 11th Nov.—Bombay 27th October, Malls and General—P. & O. S. N. Co.  
BUSHI MARU, Japanese str., 1,069, Massmuto, 11th November—Mororan 29th October, General—Mitsui Bussan Kaisha.  
CHOTHSANG, British str., 1,424, M. Courtney, 11th Nov.—Shanghai 7th and Swatow 10th Nov., General—Jardine, Matheson & Co.  
DALIN MARU, Jap. str., 300, Y. Kubariki, 11th Nov.—Swatow 10th Nov., General—Osaka Shoson Kaisha.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

11th November.  
Chindia, British str., for Shanghai.  
Decalion, British str., for Yokohama.  
Tung Hong, British str., for Amoy.  
Victoria, Swedish str., for Haiphong.

## DEPARTURES.

11th November.  
ALDENHAM, British str., for Sydney.  
CAPRI, Italian str., for Singapore.  
C. DIEDERICHSEN, German str., for Canton.  
CHONGSHING, British str., for Weihaiwei.  
CHIYUAN, Chinese str., for Canton.  
CHOSHIN MARU, Jap. str., for Swatow.  
CHOHSANG, British str., for Canton.  
KUEICHOW, British str., for Tientsin.  
NANCHANG, British str., for Nanchang.  
PROTEUS, Norwegian str., for Nanchang.  
YEEGOSH MARU, Jap. str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Choyong* reports: Mod. to strong N.E. winds experienced.

## VESSELS IN DOCK.

NOVEMBER 11TH.  
ABERDEEN DOCK.—*On Lee, Lyndhurst, Kuta, Tung Man, H.M.S. Whiting, Sui On, Cosmopolitan Dock.*

TAIKOO DOCK—*St. Enoch, Hupeh, Hoilou, Menapi, Yingchow, Kuanche.*

## VESSELS ON THE BERTH

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

## "CAPRI"

Captain Dini, will be despatched as above to MOBROW, the 13th inst., at NOON.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 12th November, 1909. [4]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"GHAZEE" ... On 17th Nov.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 4th November, 1909. [1129-1253]

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship

## "KUMERIC."

FROM HONGKONG, ON THURSDAY, 18TH NOVEMBER.

FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the

AYMERIC ... 16th December.

SEVERIC ... 1910, 13th January.

OCEANO ... 10th February.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 9th November, 1909. [140]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship

## "WYNERIC."

will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 25th October, 1909. [1345]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

## "BEECONSHIRE."

Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Ltd., Agents.

Hongkong, 1st November, 1909. [1371]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k.", nearest Hongkong "h.", midway between Hongkong and Kowloon "m.", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                    | VESSEL'S NAMES.  | FLAG & RIG. | BERTH. | CAPTAIN.                | FOR FREIGHT APPLY TO           | TO BE DESPATCHED          |
|---|------------------|-------------|--------|-------------------------|--------------------------------|---------------------------|
| LONDON, &c., VIA USUAL PORTS OF CALL            | DEVANHA          | Brit. str.  | —      | H. Powell               | P. & O. S. N. Co.              | To-morrow, at Noon.       |
| LONDON, HULL & ANTWERP                          | BEECONSHIRE      | Brit. str.  | —      | Tomlinson               | JARDINE, MATTHESON & Co., Ltd. | On 26th inst.             |
| LONDON & ANTWERP VIA SINGAPORE, &c.             | NAMUR            | Brit. str.  | —      | H. W. Konnick, R.N.R.   | P. & O. S. N. Co.              | About 1st Dec.            |
| ROTTERDAM & HAMBURG VIA STRAITS, &c.            | ARABIA           | Ger. str.   | —      | Neumann                 | HAMBURG-AMERIKA LINE           | On 20th Dec.              |
| HAVRE, ROTTERDAM & HAMBURG, &c.                 | BEGLAVIA         | Ger. str.   | k. w.  | Hildebrand              | HAMBURG-AMERIKA LINE           | On 20th inst.             |
| HAVRE & HAMBURG VIA STRAITS, &c.                | SILVIA           | Ger. str.   | k. w.  | Forzalas                | HAMBURG-AMERIKA LINE           | On 23rd inst.             |
| HAVRE, RAMBURG & ANTWERP, &c.                   | BRISGAVIA        | Ger. str.   | k. w.  | Schwinghamer            | HAMBURG-AMERIKA LINE           | On 30th inst.             |
| HAVRE, ROTTERDAM & HAMBURG, &c.                 | SELESIA          | Ger. str.   | k. w.  | v. Hoff                 | HAMBURG-AMERIKA LINE           | On 13th Dec.              |
| HAVRE & HAMBURG VIA STRAITS, &c.                | SENEGAMBIA       | Ger. str.   | k. w.  | Eckhorn                 | HAMBURG-AMERIKA LINE           | On 1st Jan.               |
| MARSEILLES, HAVRE, COPENHAGEN, &c.              | PEKING           | Dan str.    | —      | Melchers & Co.          | MESSAGERIES MARITIMES          | On 20th inst.             |
| MARSEILLES, &c., VIA PORTS OF CALL              | ARMAND BEHIC     | Fren str.   | —      | N. Nielsen              | NIPPON YUSEN KAISHA            | On 24th inst., at 1 P.M.  |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | WAKASA MARU      | Jap. str.   | —      | G. C. Harry             | NIPPON YUSEN KAISHA            | On 8th Dec., at D'light   |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SADO MARU        | Jap. str.   | —      | F. E. Cope              | NIPPON YUSEN KAISHA            | On 17th inst., at 5 P.M.  |
| GENOA, MARSEILLES, LONDON & ANTWERP, &c.        | KITANO MARU      | Ger. str.   | —      | P. Groot                | MELCHERS & Co.                 | On 17th inst., at Noon.   |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.          | PRINCESS ALICE   | Aus. str.   | —      | Sander, Wieler & Co.    | SANDER, Wieler & Co.           | About 24th inst.          |
| TRIESTE, &c., VIA SINGAPORE, &c.                | CHINA            | Brit. str.  | —      | Dodwell & Co., Ltd.     | DODWELL & Co., Ltd.            | On 20th inst.             |
| NEW YORK  | GHASSE           | Brit. str.  | —      | Arnhold, Karberg & Co.  | ARNHOLD, Karberg & Co.         | On 18th inst.             |
| BOSTON & NEW YORK                               | WYNEBIC          | Brit. str.  | —      | Dodwell & Co., Ltd.     | DODWELL & Co., Ltd.            | On 18th inst.             |
| VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN     | KUMERIC          | Brit. str.  | —      | Canadian Pacific R. Co. | CANADIAN PACIFIC R. Co.        | On 21st inst., at Noon.   |
| VANCOUVER VIA JAPAN PORTS                       | MONTAGUE         | Brit. str.  | 1 m.   | Canadian Pacific R. Co. | CANADIAN PACIFIC R. Co.        | On 7th Dec., at Noon.     |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | EMPEROR OF INDIA | Brit. str.  | 2 m.   | K. Kawara               | NIPPON YUSEN KAISHA            | On 14th Dec., at D'light  |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.      | SHINANO MARU     | Jap. str.   | —      | K. Sato                 | NIPPON YUSEN KAISHA            | On 19th Dec., at D'light  |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.      | AKI MARU         | Jap. str.   | —      | H. Yamamoto             | OSAKA SHOSHO KAISHA            | On 26th inst., at Noon.   |
| TACOMA VIA SHANGHAI & JAPAN                     | TAJIKINI         | Brit. str.  | —      | M. Yagi                 | TOYO KISEI KAISHA              | On 30th inst., at 4 P.M.  |
| CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.      | NIKU MARU        | Jap. str.   | —      | L. Dawson               | BUTTERFIELD & SWINE            | On 3rd Dec., at D'light   |
| NIKU MARU                                       | NIKU MARU        | Jap. str.   | —      | F. Iecke                | MELCHERS & Co.                 | On 16th inst., at Noon.   |
| AUSTRALIAN PORTS VIA MANILA                     | PRINZ WALDEMAR   | Ger. str.   | —      | M. Winckler             | NIPPON YUSEN KAISHA            | On 24th Dec., at Noon.    |
| AUSTRALIAN PORTS VIA MANILA                     | KUMANO MARU      | Ger. str.   | —      | F. L. Sommer            | NIPPON YUSEN KAISHA            | On 26th inst., at D'light |
| AUSTRALIAN PORTS VIA MANILA                     | KAMO MARU        | Ger. str.   | —      | W. Winckler             | NIPPON YUSEN KAISHA            | To-morrow, at D'light     |
| NAGASAKI, KOBE & YOKOHAMA                       | KAWACHI MARU     | Ger. str.   | —      | H. Peterson             | NIPPON YUSEN KAISHA            | Quick despatch.           |
| KOBE & YOKOHAMA                                 | KAWACHI MARU     | Dut str.    | —      | H. Koops                | JAYA-CHINA-JAPAN LINE          | On 18th inst., at 4 P.M.  |
| JAPAN   | ASSAYE           | Brit. str.  | —      | Owen Jones, R.N.R.      | P. & O. S. N. Co.              | On 21st inst., at D'light |
| SHANGHAI  | CHENAN           | Brit. str.  | —      | M. Courtney             | JARDINE, MATTHESON & Co., Ltd. | On 16th inst., at Noon.   |
| SHANGHAI  | SUEVIA           | Brit. str.  | —      | F. v. Binzer            | MELCHERS & Co.                 | On 17th inst.             |
| SHANGHAI, KOBE & YOKOHAMA                       | CANTON           | Dan str.    | —      | E. Nitsche              | HAMBURG-AMERIKA LINE           | On 17th inst.             |
| SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA             | PRINZ LUDWIG     | Ger. str.   | —      | Girard                  | MELCHERS & Co.                 | On 18th inst.             |
| SHANGHAI, KOBE & YOKOHAMA                       | E. F. FERDINAND  | Aus. str.   | —      | Bouman                  | HAMBURG-AMERIKA LINE           | On 18th inst., at 4 P.M.  |
| SHANGHAI, KOBE & YOKOHAMA                       | SENEGAMBIA       | Brit. str.  | —      | C. R. Longdon, R.N.R.   | BUTTERFIELD & SWINE            | About 17th inst.          |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | ANHUI            | Brit. str.  | —      | Williams                | BUTTERFIELD & SWINE            | On 25th inst.             |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | PALAWAN          | Brit. str.  | —      | A. Moeker               | JARDINE, MATTHESON & Co., Ltd. | On 30th inst., at 3 P.M.  |
| SHANGHAI, MOJI & KOBE                           | LINAN            | Brit. str.  | —      | M. B. Lake              | MELCHERS & Co.                 | Quick despatch.           |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | TAKASAMI MARU    | Brit. str.  | —      | Girard                  | ERAND BEHIC                    | On 23rd Nov.              |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | NAMISANO         | Brit. str.  | —      | C. R. Longdon, R.N.R.   | ERAND BEHIC                    | On 7th Dec., at 1 P.M.    |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | ERNEST SIMONS    | Dut str.    | —      | Guionnet                | ERNEST SIMONS                  | Capt. Girard              |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | TIJIMA           | Brit. str.  | —      | Mathins                 | ERNEST SIMONS                  | On Nov., P.M.             |
| ANPING VIA SWATOW & AMOY                        | SOSHU MARU       | Jap. str.   | —      | Hodgins                 | TONKIN                         | On 22nd Nov., P.M.        |
| TAMSU VIA SWATOW & AMOY                         | DAIGIN MARU      | Jap. str.   | —      | Evans                   | ABMAND BEHIC                   | On 23rd Nov.              |
| AMOY, MANILA, CEBU & ILOILO                     | KAIKONG          | Brit. str.  | —      | W. C. Pasmore           | ERNEST SIMONS                  | 1 P.M.                    |
| AMOY & FOOCHOW                                  | HAITANG          | Brit. str.  | —      | S. J. Payne             | ERNEST SIMONS                  | On 7th Dec., at 1 P.M.    |
| SWATOW  | HAIFUN           | Brit. str.  | —      | R. W. Almon             | ERNEST SIMONS                  | Capt. Girard              |

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

| FOR   | STEAMERS                              | TO SAIL           | REMARKS                    |
|---|---------------------------------------|-------------------|----------------------------|
| SHANGHAI  | ASSAYE                                | 5 P.M., 12th Nov. | Freight and Passage.       |
| LONDON, VIA USUAL PORTS                                 | DEVANHA                               | Noon, 13th Nov.   | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA              | PALAWAN                               | About 19th Nov.   | Freight and Passage.       |
| LONDON and ANTWERP                                      | NAMUR                                 | About 1st Dec.    | Freight and Passage.       |
| VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARESILLE | ANG, COLOMBO, PORT SAID and MARESILLE | Dec.              | Passage.                   |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th November, 1909.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

| FOR   | STEAMERS                    | TO SAIL                |
|---|-----------------------------|------------------------|
| AMOY, MANILA, CEBU and ILOILO   | KAITONG                     | On 12th Nov., 4 P.M.   |
| SHANGHAI  | CHENAN                      | On 14th Nov., D'light. |
| MANILA  | TAMING                      | On 16th Nov., 3 P.M.   |
| SHANGHAI  | ANHUI                       | On 18th Nov., 4 P.M.   |
| SHANGHAI  | LINAN                       | On 21st Nov., D'light. |
| MANILA  | TEAM                        | On 23rd Nov., 3 P.M.   |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | TAIYUAN                     | On 30th Nov., 4 P.M.   |
| with Transhipment for TASMANIA  |                             |                        |
| SHANGHAI LINE   | S. S. LINTAN and S. S. SANU |                        |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED RATES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, 12th November, 1909.

**DOUGLAS STEAMSHIP CO., LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS   | FOR                       | LEAVING.                       |
|------------|---------------------------|--------------------------------|
| "HAIYANG"  | AMOY and FOOCHOW.         | SATURDAY, 13th Oct., at Noon.  |
| "HAIMUN"   | SWATOW                    | SATURDAY, 13th Nov., at 5 P.M. |
| "HAICHING" | SWATOW, AMOY and FOOCHOW. | TUESDAY, 16th Nov., at 10 A.M. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS. Hongkong, 11th November, 1909.

**EAST ASIATIC CO., LTD.**  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI  
**RUSSIAN EAST ASIATIC CO., LTD.**,  
ST. PETERSBURG & VLADIVOSTOK  
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GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

| DESTINATION                     | STEAMERS | DATE OF SAILING.    |
|---------------------------------|----------|---------------------|
| SHANGHAI, YOKOHAMA and KOBE     | "CANTON" | On 17th November.   |
| MARESILLE, HAVRE, COPENHAGEN    | "PEKING" | 20th November.      |
| GEN GOETHEBORG and BALTIc PORTS | "CANTON" | Middle of December. |

For Further Particulars apply to MELCHERS & CO., AGENTS. Hongkong, 6th November, 1909.

**INDO-CHINA S. NAV. CO., LTD.**

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**

| FOR                           | STEAMERS  | TO SAIL                      |
|-------------------------------|-----------|------------------------------|
| MANILA                        | LOONGSANG | Friday, 12th Nov., 4 P.M.    |
| SINGAPORE, PENANG & CALCUTTA  | KUTSANG   | Saturday, 13th Nov., 1 P.M.  |
| SHANGHAI                      | CHOYSANG  | Tuesday, 16th Nov., Noon.    |
| SINGAPORE, PENANG & CALCUTTA  | KUMSANG   | Wednesday, 17th Nov., 3 P.M. |
| MANILA                        | YUENSANG  | Friday, 19th Nov., 4 P.M.    |
| SH'HAI, YOKOHAMA, KOBE & MOJI | NAMSANG   | Tuesday, 30th Nov., 3 P.M.   |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

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Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

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For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 12th November, 1909.

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).  
S.S. MANSHU MARU 5000 tons gross SAIL Dec. 10th, at Noon.  
S.S. AMERICA MARU 6000 SAIL Feb. 5th, 1910, at Noon.

For particulars apply to K. MATSUI, Manager, TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909. [462]

**NIPPON YUSEN KAISHA.**

**THE JAPAN MAIL STEAMSHIP CO.**

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

| DESTINATIONS.   | STEAMERS.   | TONS. | SAILING DATES.                   |
|---|-------------|-------|----------------------------------|
| MARESILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | KITANO MARU | 5000  | WED'DAY, 17th Nov., at 5 P.M.    |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOAKI, and YOKOHAMA | WAKASA MARU | 6,500 | WED'DAY, 24th Nov., at Daylight. |
| KOBE and YOKOHAMA   | SADO MARU   | 6,500 | WED'DAY, 8th Dec., at Daylight.  |

| DESTINATIONS.  | STEAMERS.    | TONS. | SAILING DATES.                    |
|--|--------------|-------|-----------------------------------|
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | SHINANO MARU | 6,500 | TUESDAY, 7th Dec., at Noon.       |
| NIKKO MARU   | NIKKO MARU   | 6,000 | FRIDAY, 26th Nov., at Noon.       |
| KUMANO MARU  | KUMANO MARU  | 6,000 | FRIDAY, 24th Dec., at Noon.       |
| KAWACHI MARU   | KAWACHI MARU | 6,500 | SATURDAY, 13th Nov., at Daylight. |

| DESTINATIONS.                     | STEAMERS.     | TONS. | SAILING DATES.                    |
|-----------------------------------|---------------|-------|-----------------------------------|
| BOMBAY, via SINGAPORE and COLOMBO | BOMBAY MARU   | 5,000 | FRIDAY, 19th November.            |
| NAGASAKI, KOBE and YOKOHAMA       | KAMO MARU     | 6,000 | SATURDAY, 20th Nov., at Daylight. |
| NAGASAKI, KOBE and YOKOHAMA       | KUMANO MARU   | 6,000 | WED'DAY, 24th Nov., at Noon.      |
| TAKASAKI MARU                     | TAKASAKI MARU | 5,000 | THURSDAY, 25th November.          |

\* Calling at Genoa. ♦ Fitted with New System of Wireless Telegraphy. ♦ Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

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For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. [15-93]

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**PROJECTED SAILINGS FROM HONGKONG : HOMEWARD.**

FOR SHANGHAI, KOBE & YOKOHAMA : 20th Nov.

FOR HAVRE, ROTTERDAM & HAMBURG : S.S. BELGRAVIA : 20th Nov.

FOR HAVRE, ROTTERDAM & HAMBURG : S.S. SILVIA : 25th Nov.

FOR HAVRE, HAMBURG & ANTWERP : S.S. BRISGAVIA : 30th Nov.

FOR HAVRE, ROTTERDAM & HAMBURG : S.S. SILESIA : 15th Dec.

FOR HAVRE, ROTTERDAM & HAMBURG : S.S. ARABIA : 20th Dec.

FOR HAVRE & HAMBURG : S.S. SENEGAMBIA : 1st Jan.

Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong, 2nd November, 1909. [12]

For Freight and Passage apply to HAMBURG-AMERIKA LINIE, Hongkong, 2nd November, 1909. [12]

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